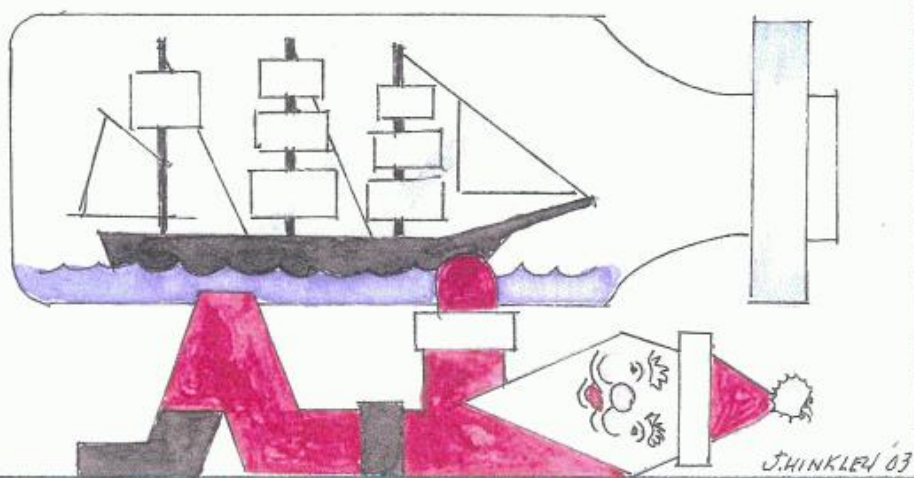




2003-4

HOLIDAY GREETINGS



JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF
AMERICA INC.

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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DEADLINE for submission is the second month of each quarter.

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FROM THE MEMBERS
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The Bottle Shipwright

Volume 21.

Number 4.

ON THE COVER - Jack Hinkley's
Christmas Cover

BACK COVER - Don Hubbards Bottled Shrimp
boat. Took about 50 hours.

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THAT IS ALL!

the
prez sez...

.....ATTENTION ON DECK!

THIS IS THE CAPTAIN!!

The cover of this issue is my Holiday message to all of our members. To each of you, have a really great Holiday Season and a Happy and Prosperous New Year. And may the products of your bottle shipyards be many.

News Item.

Our Kai Cho, Jack has been volunteering with his high school track and cross country teams for over twenty-two years and he is Honorary Coach. His cross country season closed a week ago (Nov.03) and at the banquet he was summoned to the front of the hall and much to his surprise he was awarded the Jack Hinkley Team Spirit Award for dedication, enthusiasm and contribution to the cross country program.

He presented the first Jack Hinkley award to a young lady who led the team to a very successful season. The award will be presented on an annual basis to a deserving athlete selected by the coaches.

ON SECOND THOUGHT.....

Bills travel through the mail at twice the speed of checks.
Never do card tricks for the group you play poker with.
No one is listening until you make a mistake.
Success always occurs in private and failure in full view.
To steal ideas from one person is plagiarism; to steal from many is research.
To succeed in politics, it is often necessary to rise above your principles.
Monday is an awful way to spend 1/7th of your life.
You never really learn to swear until you learn to drive.
Two wrongs are only the beginning.
The problem with the gene pool is that there is no lifeguard.

HIT THE BOTTLE

Jack

Some chess enthusiasts checked into a hotel and were standing in the lobby discussing their recent tournament victories. After about an hour, the manager came out of the office and asked them to disperse. "But why?" they asked as they moved off. "Because," he said, "I can't stand chess nuts boasting in an open foyer."

Send Material for the Editor to----
5075 Freeport Drive, Spring Hill, FL., 34606.
E-Mail-btlshprt @ innet.com.

Ray Handwerker



What??? Did I Do The Math right????-is this really my
fifty second issue??? Woof- Why in a few more years i'll be
eligible for a pension. There is a pension with this job,???
isn't there////????? WHAT - THERE ISN'T!!!!!!

Oh well, Thanks again to all of you that sent in the hints,
tips, pictures and articles that have made it possible for me
to put out 52 issues. Please keep up the good work. And since
it is once again the Holiday Season (I don't care who you are,
get your d--n reindeer off of my roof) we wish all of you a
Happy, Healthy, Christmas and a prosperous New Year. May you
find that perfect bottle , and may your ship fit the first
time with no problems.

Now lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

John Green, 2272 Bascomb Road, Woodstock, Georgia. 30189.
Don Vernon McLaughlin, 4794 Pool Side Road, Virginia Beach, Virginia,
23455-5329.

Lewis C. Vollmar, 6442 White Sands Road, Ste. Genevieve, Missouri, 63670.
Melvin G Weir, 21 Webb Road, Peterborough, New Hampshire, 03458.

WELCOM BACK FORMER MEMBER.

John E. French, 8045 Alida St. La Mesa, California, 91942.

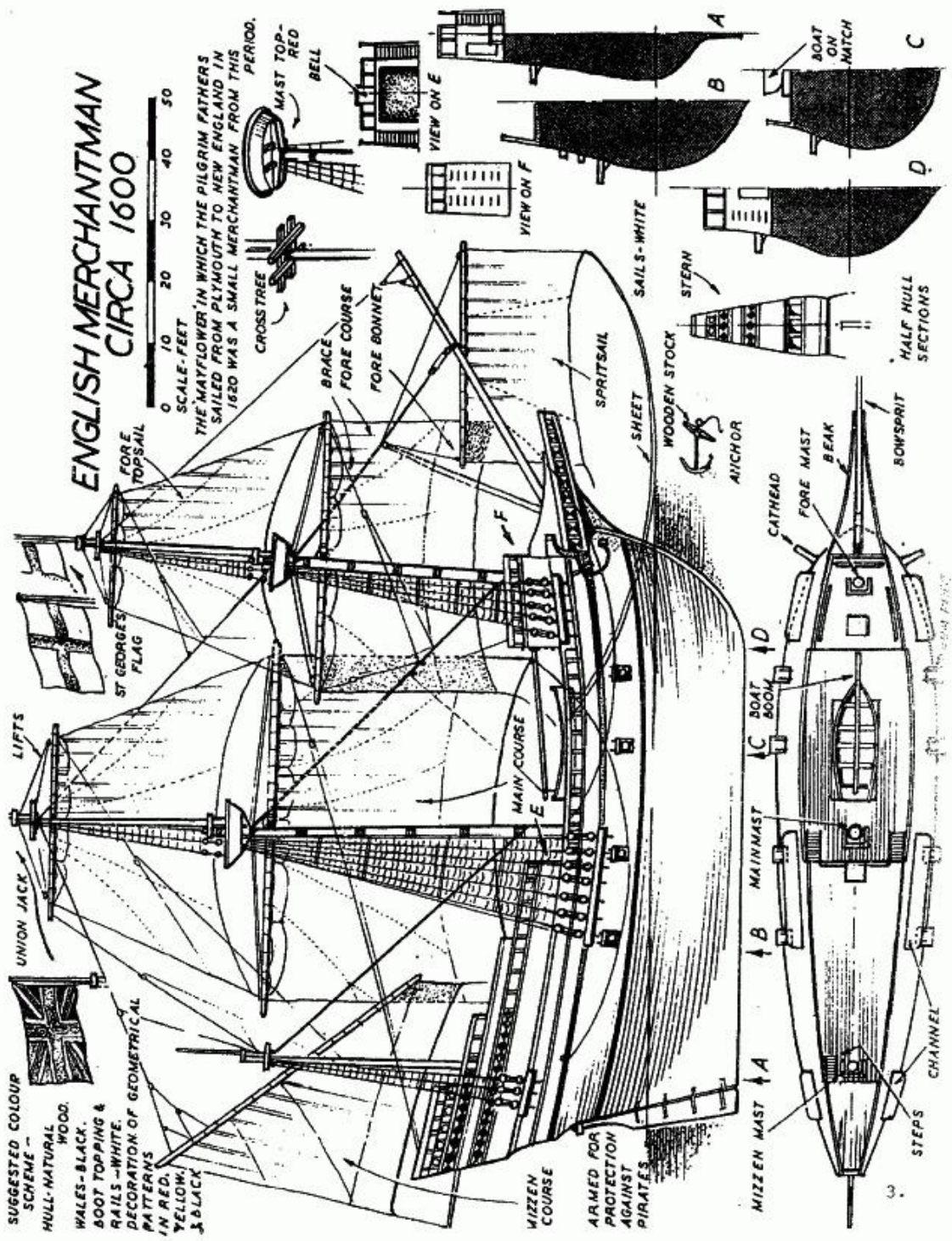
ADDRESS CHANGES.

Saul Kleinkramer, 800 S.Ocean Blvd. Apt 403, Boca Raton, Florida, 33432.

If I missed anyone , my apologies, and drop me a line for a correction in
the next issue.

Charles Hand sent in the photo below of a "Stealth Ship underway"
that he built this year in a n 8 ounce (240ml) Bottle.





August 3, 2003

At the Detroit SIBAA Conference in 2001 I saw Burton Reckles's model of the Harriet Lane. A few months later I wrote to him and asked if he would send me a copy of his plans. It is now two years later and I have finally completed my SIB of the Harriet Lane. I have a few tips that might be of interest to fellow siber's

I have been unhappy with the cabins that I have been able to make for my earlier models. More specifically it is extremely difficult of me to reproduce cabin doors and windows that are only 1 to 2 millimeters high. I occurred to me that I could draw the facade of the cabin at 4 times the required size and then reduce it on a photocopier and then glue this image onto my cabin. I have used this method on two models so far, the Harriet Lane and the Novelty, and I am pleased with the results. The only hints that I can provide is to make sure your measurements are very accurate and that the copier that you plan to use will accept the reduction that you plan to make. I have done this twice, once with a black and white copier and once with a color copier. While the black and white copier gave an image that was sharp, the color copy, while still acceptable, was somewhat "doty".

The second tip is about coppered hulls. Since the Harriet Lane and the next few models that I plan to model have plated hulls, I thought that now was as good a time as ever to learn. This technique is extremely easy although very time consuming. The first step is to paint the hull with copper paint. I used Model Shipways Hull Copper. The second is to paint a sheet of acid free paper with the same paint. The next step is to take a straight edge steel ruler and a razor blade and cut long strips of the required width (in my case about 1/2 a millimeter). Then start cutting these strips to the required length. After I accumulated about 1000 of these copper plates I began gluing them on with Elmer's white glue. Be sure to glue 2-3 rows onto the ship at a time so that you can keep the alternating row spacing correct. Also place the plates as tight together as possible so that the effect will look realistic. Finally don't try to do the entire ship in one night as you will get tired and the work will become sloppy.

Finally, I was able to find on the Internet a drawing and a print of the Harriet Lane. Both of these indicated that the Harriet Lane had four life boats instead of the two depicted in the plans. I therefore modeled the boat with four life boats and even though the pictures were in black and white, they gave me an indication of the color scheme.

Finally (x2) my wife took the kids on vacation to visit her brother in Richmond Virginia. She left me (happily) at home to finish the Harriet Lane. The only problem was that she took our only car and left me at home with only 5 minute epoxy. I have determined that this stuff should be banned from all hardware stores in the Cincinnati area. It is amazing how quickly 5 minutes can pass in a bottle.

Finally (x3) with the passing of Mr. Skurka, I am sure Mr. Handwerker is finding it more difficult to get material for the journal. It only took me a few minutes to type this (and am sure it shows). So if you would send some copy to Mr. Handwerker, because I sure that you are just as tired as I am reading material I've written.

Steve Moseley

4. Cincinnati, Ohio

November 1, 2003

Well it has been a few months since I wrote page one of this submission and a few things have happened since. Tall Stacks has come and gone. The post event estimated crowd for the five day event was more than 800,000 people. I managed to distribute a few applications for membership to the SIBAA, we'll see how many new members join.

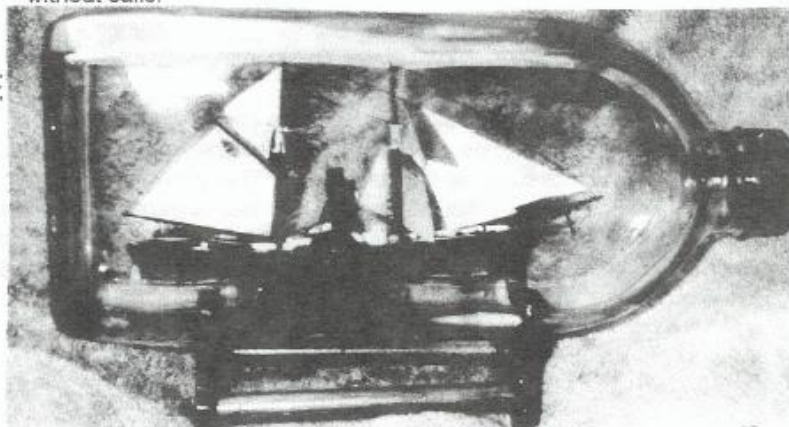


Tall Stacks
Cincinnati, OH -2003

The other thing that has happened since I wrote page one is that my SIB of the Harriet Lane no longer exists. I made so many mistakes that the mistakes were all I could see when I looked at the finished model. Therefore I yanked the model out of the bottle one last time without damaging the bottle, salvaged what I could off the model and threw the rest away. I saw in the last issue of The Bottle Shipwright that Alex Bellinger noted that one of the best talk on SIB's was a talk on the things that had gone wrong. With that as inspiration I'll try to detail some of the things that went wrong with my modeling of the Harriet Lane so that others may benefit from my mistakes.

- MISTAKE # 1. I wanted to mount the model on two brass rods which would pass through a wooden block to which was applied a name plate. The model is inserted in the bottle with 5 minute epoxy already applied in two holes in the bottom of the hull of the ship. I should have drilled the holes in the bottle and the block of wood wider. There was not enough wiggle room for the rods to pass through the bottle, the block of wood and into the hull of the ship. By the time I figured this out the aforementioned epoxy was set. Therefore, the ship comes back out of the bottle for the first time.
2. When I reinserted the ship in the bottle, the main mast was snapped in two, so out comes the ship a second time.
3. When I reinserted the ship the third time spanker sail would not attach to the spanker boom properly. It caused the spanker boom to not to be parallel to the deck. This could have been avoided by making the sail a little larger and a line should have been run through the spanker boom and into the deck.
4. The booms and masts were all painted with water colors, so when I added more Elmer's glue to attach the sail to the spanker boom, the paint discolored the sail. I had to detach the spanner sail inside the bottle, make a new sail and reattach the sail inside the bottle. I want the glue to penetrate into the wood somewhat so that it will hold the sail in place therefore I don't clear coat the boom. From now on I will paint the masts, spars and booms with oil based paint.
5. The squeeze was so tight going into the bottle a mast hinge was bent when the ship was erected. The running rigging was already glued into place outside the bottle, so when the hinge bent the running rigging was to tight in some places and to loose in others. I plan to remake the Harriet Lane and place it in the same bottle in the future. When I do so I will probably be with a segmented hull and or without sails.

RIP
HARRIET LANE



August 2003 - October 2003

BUILDING A TWO-MASTED AND BOTTOM-HEADED SHIP IN BOTTLE. (Eye of The Wind)

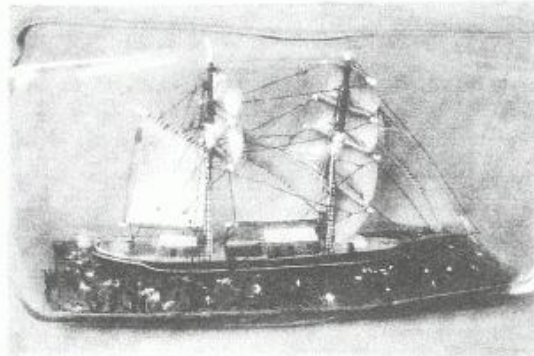
Here we are presenting ideas how to deal with those complicated ropeworks and enjoy the Japanese method.

Original builder : Mr. EISHO TAKEUCHI

Planing of this project: Mr. SHINZO ICHIMURA

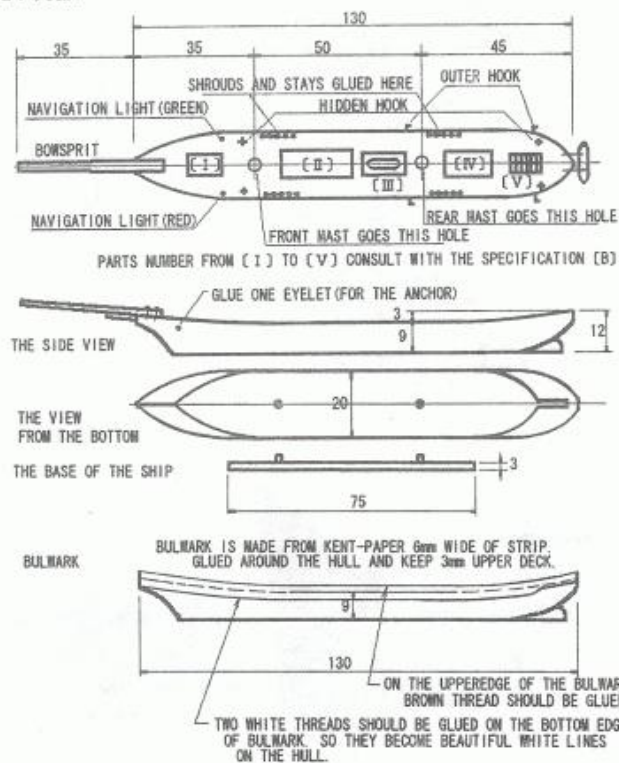
Translation; by. Mr. YOSHINOBU YAMADA

These Gentlemen are members of J.S.I.B.A. (the Japanese Ships in Bottles Association)

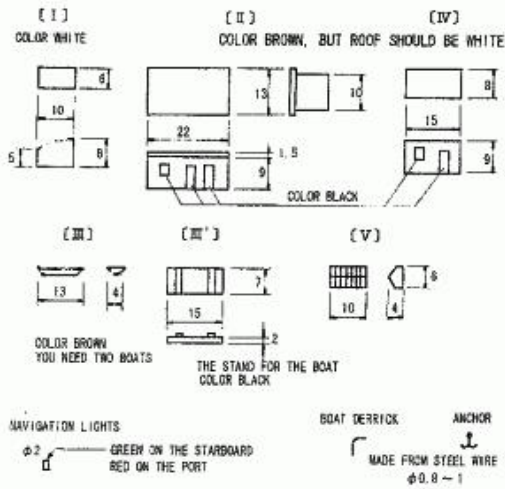


The Bottle is a NIKKA Whiskey Double Size Bottle(1,440ml)
Inside Height is 11.0cm, Width is 6.5cm, Length is 19cm. And the neck size is 2.4cm.

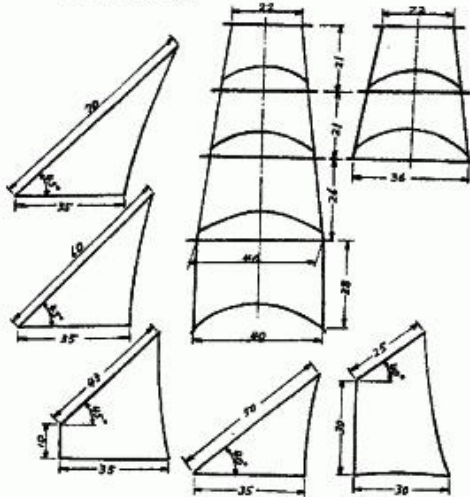
THE SPECIFICATION [A]



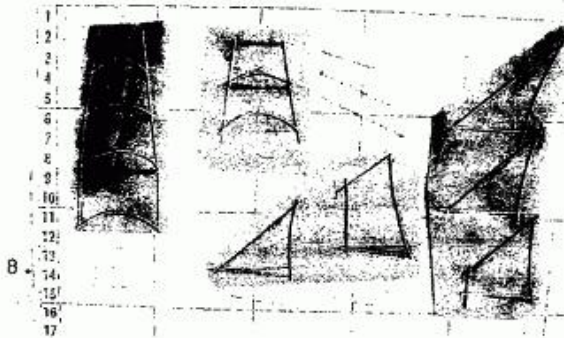
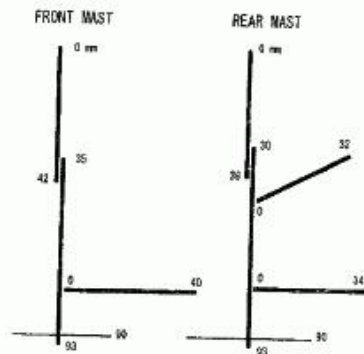
THE SPECIFICATION [B]



THE SPECIFICATION [C]



THE SPECIFICATION (D)



Threads are glued on the edge of each sail, then cut each sail off. See the SPECIFICATION (C) for the size of each sail.

Sails may be colored brown, but any color you like.

The size of the nest: See the SPECIFICATION (D) .

PHOTO 1

PHOTO 2.

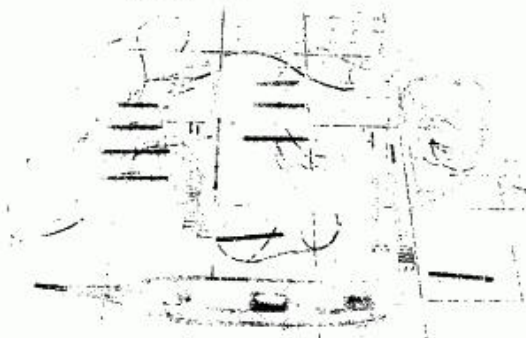


Photo 3 → Photo 4 → Photo 5 → Photo 6

As you can see the sequence of these pictures, ship with rope-work should be prepared like this before you start to insert it into the bottle.

PHOTO 4

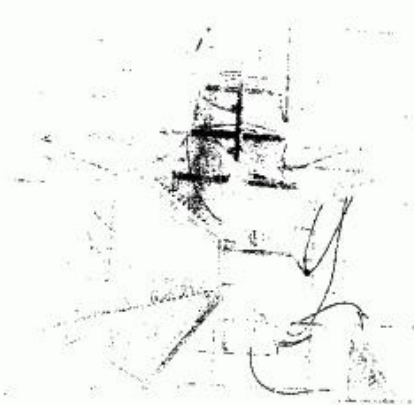


Photo 5

EXPLANATORY NOTE

- HOLE (1) drilled as parallel as an imaginary line from the bow to the stern
- HOLE (2) drilled at the right angle to the HOLE (1)
- YARD
- PULLEY FOR SHROUDS OR STAYS

PHOTO 3

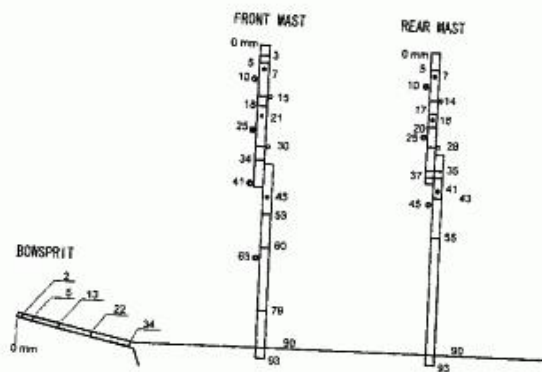


In case ropes become tangled, be calm and take a deep breath of fresh air or try to work on some other day. Good luck!

PHOTO 6



THE SPECIFICATION (E)



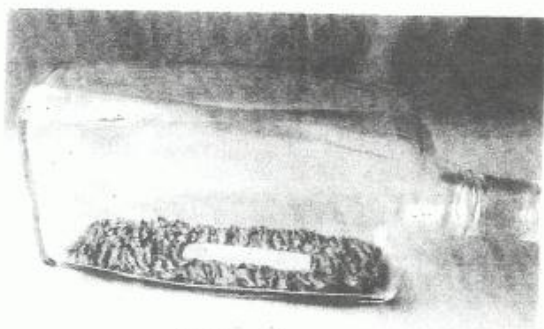


PHOTO 7

The "Sea" is blue or blue-green, and you can make any type of sea, like a flat calm or a big storm. Don't forget to make a space for the base of the ship.

Now your ship is ready to go on a voyage into the bottle. So screw up your courage!

As this is the most exciting and frustrating part of the operation, it is best to come to it fresh and rested.

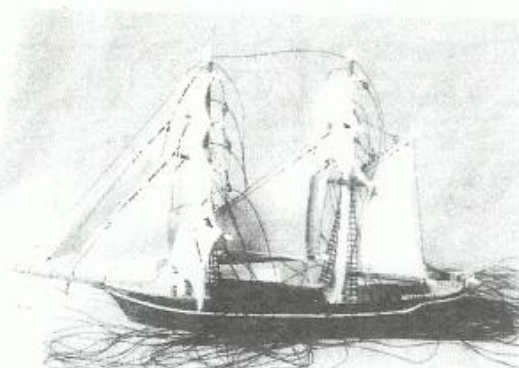


PHOTO 8

All parts are temporarily assembled before its voyage into the bottle.

Now all ready to go into the bottle.

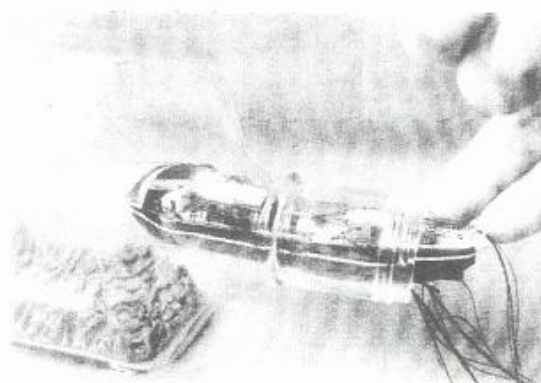
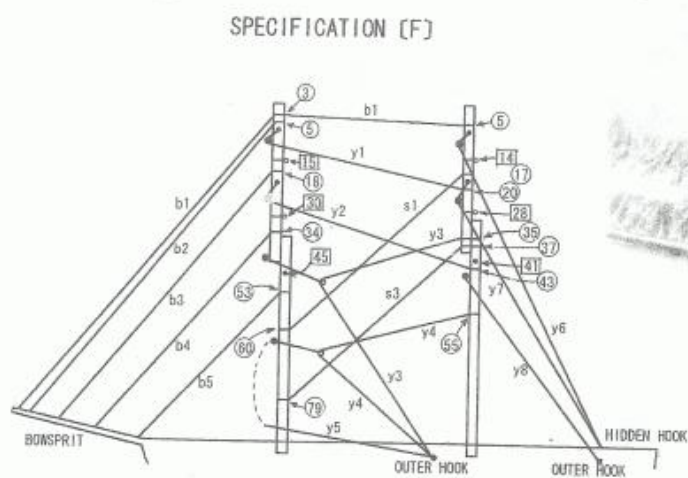


Photo 9



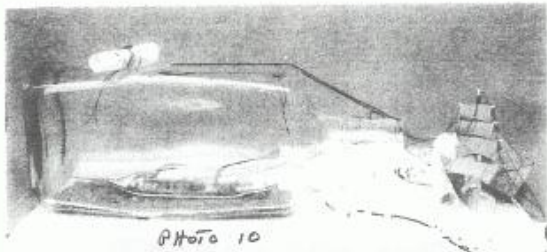


Photo 10

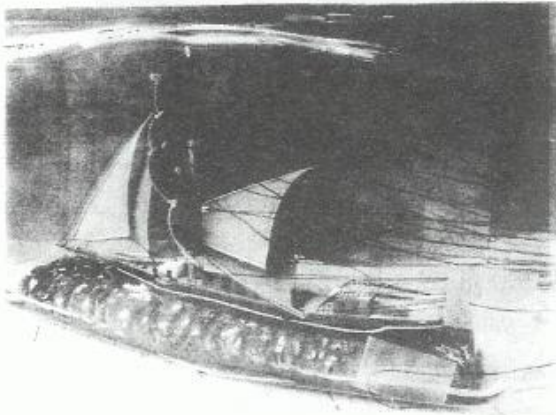
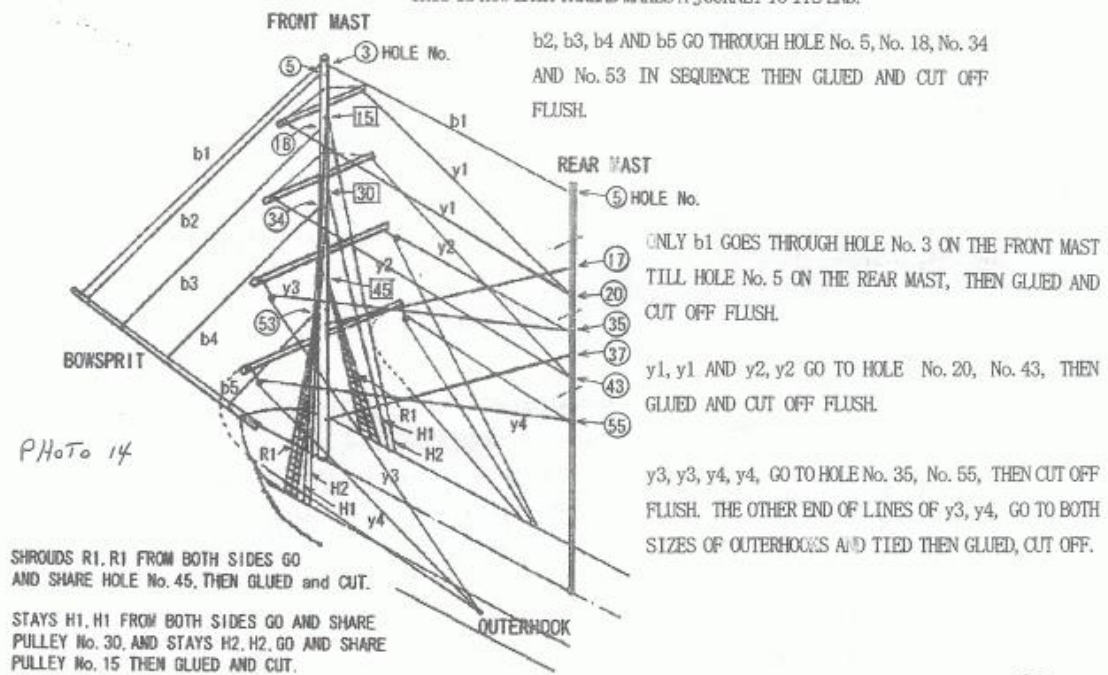


Photo 13

Photo 14

THIS IS HOW EACH THREAD MAKES A JOURNEY TO ITS END.



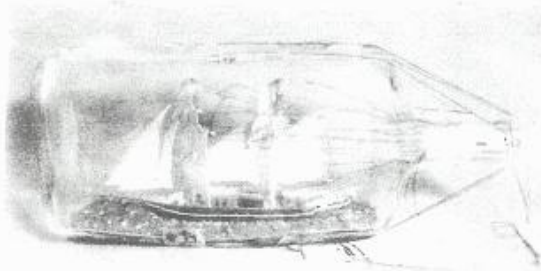
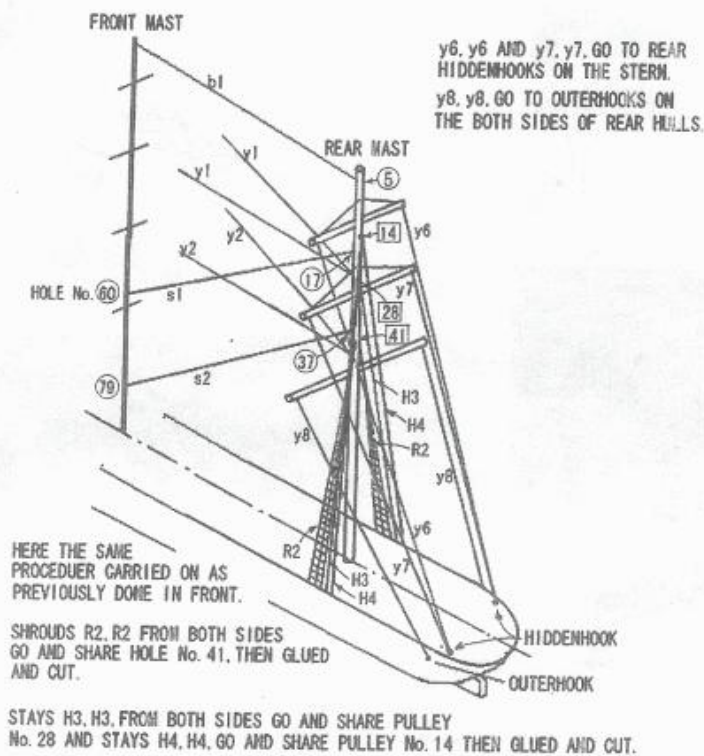
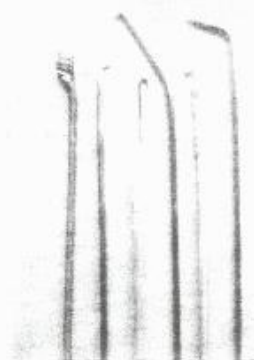


Photo 16

This photo shows you the moment before all the threads have been finished. Do not Release all threads at the same time. Take care the threads from the front mast first. Remember give enough time to allow glue to set and cut off flush.



When all glue has set, crop all threads off using a piece of razor blade. (See Photo 17) Don't be hasty when cut off flush all threads. Rest and allow glue to set completely. Then cork the bottle.

Photo 17

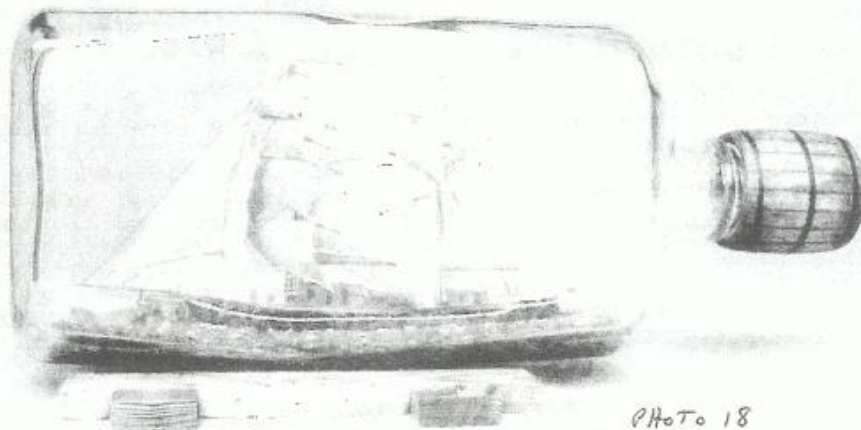


PHOTO 18

NOW SIT BACK AND SMILE. YOU'VE DONE IT.

Bob de Jongste

13 Van Hoornbeekstraat, 2582RA THE HAGUE
Netherlands
e-mail: bobdejongste@xs.nl

October 1, 2003

Dear Ray,

I received a letter from Shinzo Ichimura about the Japanese way of making ships in bottles.

Their method is unknown to me and it differs very much from the way we do it in the West. Nevertheless it is interesting to know how they do it, since we must agree, whatever they make is beautiful.

Shinzo wrote me, that he has sent a duplicate to you and I just wonder, whether it would be recommendable to make an extra Bottle Shipwright, explaining the Japanese method to the members.

Dear Ray,

September 23, 2003

In "The Bottle Shipwright" 2003/3 a small article is published about HUMIDITY IN THE BOTTLE. None of my bottles has ever shown any sign of humidity and I do believe that it is a result of how I clean my bottles. First of all I rinse my bottles with water. After I have thrown out the water I don't dry the bottle, but I insert about 20 centiliters of acetone, this equals about 6.67 fluid ounces. After having shaken the bottle thoroughly I empty the bottle and let it dry. By the way, you can use the acetone many times.

Another point is, that you can clean old ships in bottles with acetone too. Turn the bottle so that the ship is on top and insert some acetone. Be careful that the acetone doesn't make contact with the sea.

I wish you every bit of success!

Bob de Jongste,

Dear Bob,

Now- you too can sit back and smile, you've also done it.

Thank you to both you and Shinzo Ichimura for taking the time to accomplish this help. 13.

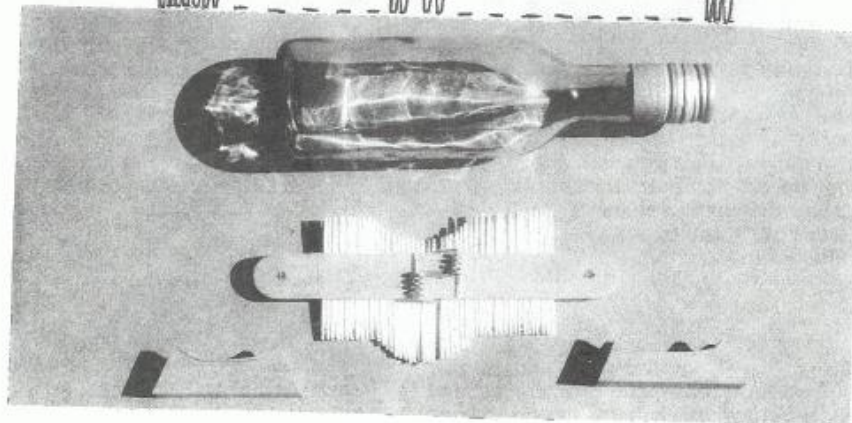
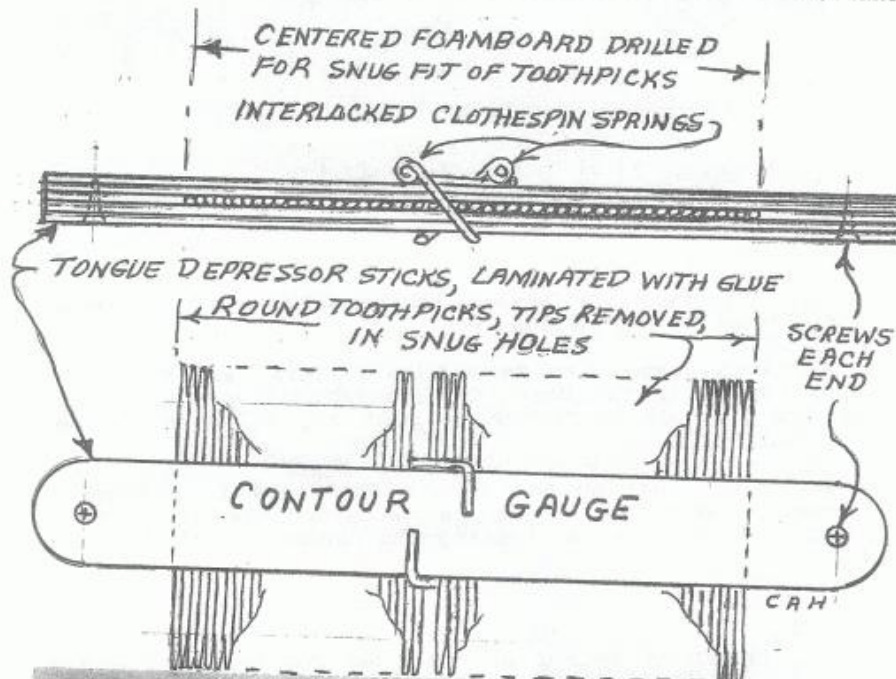
Ray.

A CONTOUR GAUGE FOR YOUR BOTTLE CRADLES

A contour gauge purchased years ago proved a bad buy. Fingers of the gauge were of too springy a wire for accuracy & even tended to fall out of the housing.

A sketch & photos show one I devised that works better. It is a little tedious to make in drilling all the holes. The foamboard piece was cut from the flat portion of the top of a styrofoam food take-out container. I believe that soft wood like balsa, or laminated layers of cardboard or paper would work in lieu of the foamboard. The interlocked springs from clothespins were found to be needed for a firm grip on the round toothpick fingers, resulting in a slight gap in the fingers.

C. Hand

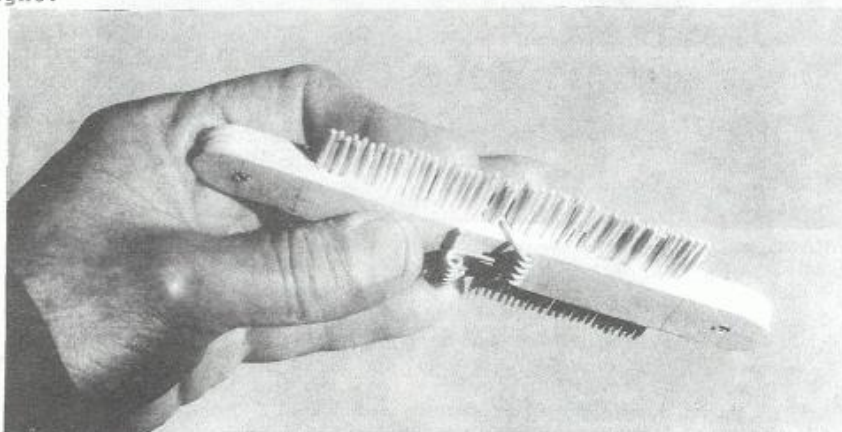


14.



First, let me welcome back into our crew John E. French of La Mesa, California. And new member Lewis C. Vollimar of Ste. Genevieve, Missouri, has no experience but thinks it will be fun. Melvin G. Weir of Peterborough, New Hampshire, claims to have developed a keen interest in our art from a friend who has been involved with sibs for a number of years. Don Vernon McLaughlin of Virginia Beach, Virginia has been in the hobby since 1973, primarily interested in ship wrecks of the outer banks of North Carolina and Virginia, and U.S. Navy ships on which he served. And finally John Green, of Woodstock, Georgia has three to his credit with four more in the works. His first took five years of trial, frustration and error. The next one took only three months. (don't feel bad about that first one, the one I'am working on for 3 years isn't finished yet either. Ed.)

Welcome aboard, we are glad to have you as members and remember that this is your journal. It is about you, what you do and how you do it. If you have a new way or method of building sib's, an idea, a hint or tip, need answers or help, let us know and we will try to help. And send in photos of your work, we will be happy to show them in the Bottle Shipwright.



Above another photo of a Contour Gauge for your bottle cradles by Charles Hand.

A lady opened her refrigerator and saw a rabbit sitting on one of the shelves.

"What are you doing in there?" she asked.

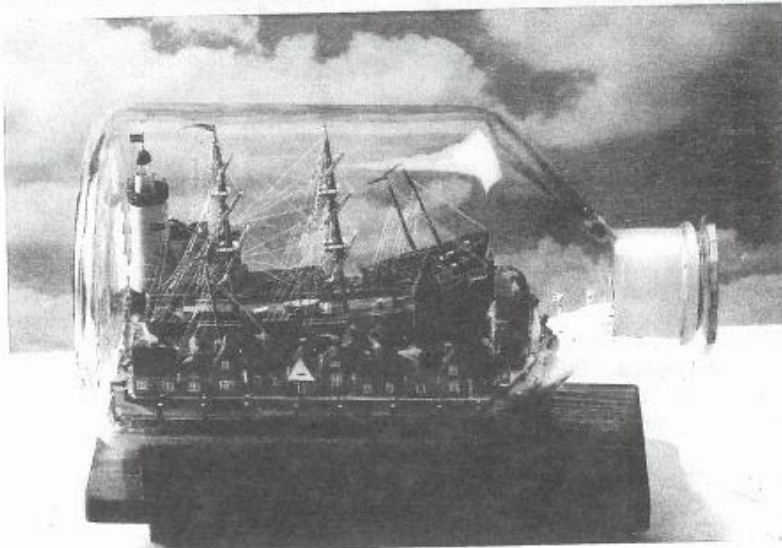
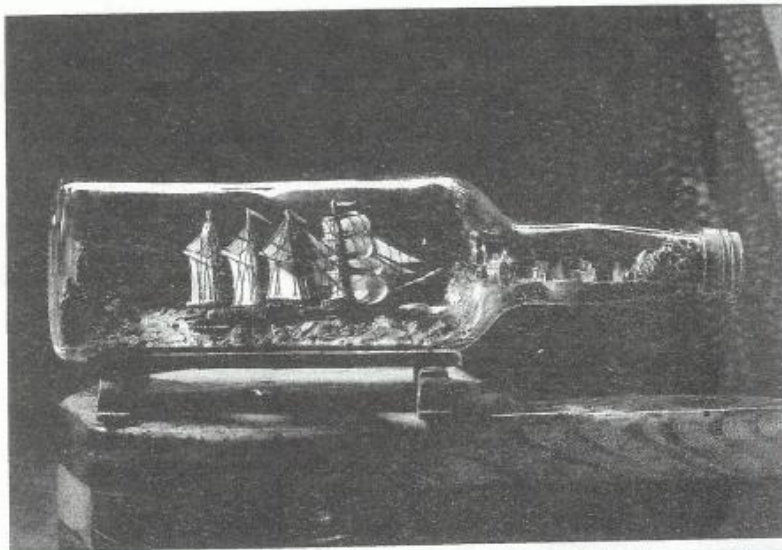
The rabbit replied: "This is a Westinghouse, isn't it?", to which the lady replied, "Yes".

"Well," the rabbit said, "I'm westing".

"I am" is reportedly the shortest sentence in the English language. Could it be that "I do" is the longest sentence?

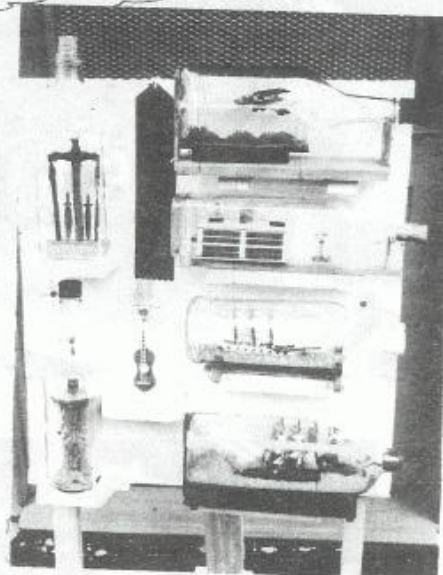


Below are two post cards sent in by Bob de Jongste, from Holland. both are diaramas and since I don't read Dutch I can't tell you what ships or scenes they represent.

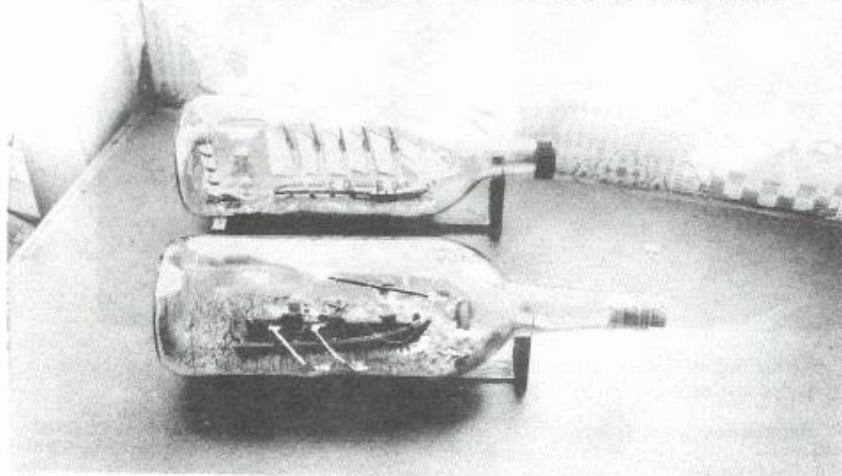




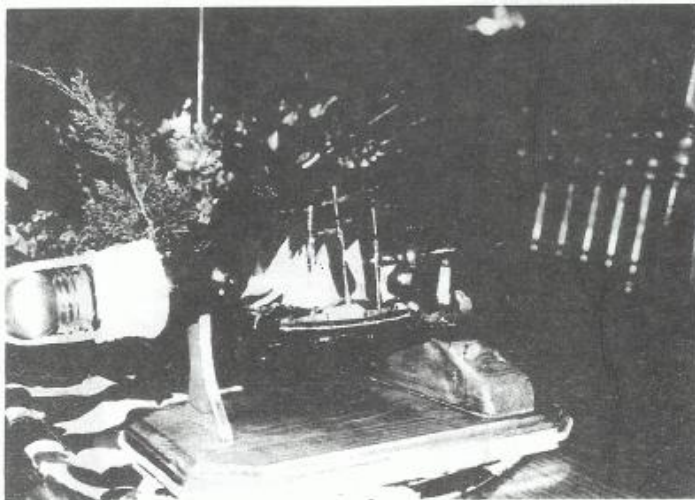
Above, Our Treasurer Adam Mello
Adam is also Commodore of the
Redwood Empire Model Shipwrights



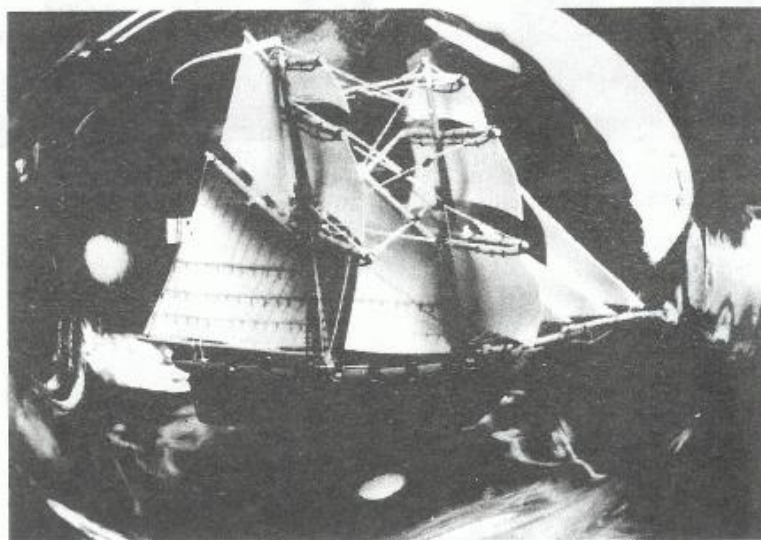
Above, Some of the works of
member Alexander Cuthbert of
Syracuse, New York.



Above are two more of Alex's works. Unfortunately he didn't
name them or state the bottle size. Alex is our member that
is legally blind. Beautiful work Alex.



Left. the Den Store Bjorn a Danish three masted schooner in a half liter bottle. The Lighthouse works, although lights have to be low in order to see the lights from the lighthouse. Built by Alan W. Barraclough of Philly. PA.



Above a close up of the starboard side of Eagle 2 in the bottle built by Bryan Emond. Other photos were in issue 2003-3.

Bumper stickers you may want to avoid:

1. If You Can Read This, I've Lost My Trailer.
2. Florida Is Full — Go Home.
3. Beware — I'm Cleverly Disguised As A Responsible Adult.

4. If We Quit Voting, Will They All Go Away?

5. Honk If Anything Falls Off.
6. Cover Me, I'm Changing Lanes.
7. He Who Hesitates Is Miles From The Next Exit.
8. Boldly Going Nowhere.

FOLK ART

Customer Service and Subscriptions: 800-830-5125.

NEW AND OLD

Dating bottle whimsies is tricky business. An old or old-looking bottle is no guarantee of age; folk artists, because they're great recyclers, have been known to put a recent carving in an old bottle without any intent to deceive. Some online resources where you can see examples:

- www.amesgallery.com
- www.sjones.net
- www.shipsinbottles.com
- www.shipsinbottles.org

ALL BOTTLED UP

An online search will turn up some intriguing bottle whimsies. However, be on the lookout for a piece's quality (it's hard to judge from a photograph) and the cost and risk of shipping. Bottle whimsies are fragile; auctioneer Kimball Sterling says that despite careful packing, about nine out of 10 whimsies become detached or damaged in transit. Instead, look for whimsies at on-site auctions, folk art shows, and flea markets. They were made all over the world, so you never know where one will turn up.

SOMETHING SPECIAL

Most bottle whimsies are sealed with a cork or plain plug. A fanciful carved stopper is a particularly desirable feature. Very rarely, bottles have a mechanism such as a crank inserted

through the stopper that turns some part of the display inside.

Whimsies with strong color—such as yarn winders with decorative tassels—are especially appealing and desirable. Expert Rick Ege advises collectors, "A whimsy should be fun. Watch for the piece that says 'Look at me!'"

AS CLEAR AS GLASS

Identical multiples of the same whimsy—whether it's a ship in a bottle or another puzzle—are a clue that you're looking at recent, mass-produced pieces. A low price (less than \$100) is also a tip-off, so don't fool yourself that you're getting a vintage bargain. Beware

of a bottle wrapped in rope or string; it may conceal a cut where the glass container has been sawn in two to insert the sculpture or scene inside. No fair!

—J.V.



Whimsy with carved stopper, signed "E.A. Burlingame, Lansing, Mich."

MESSAGE IN A BOTTLE

Those mystifying, delightful pieces of folk art called bottle whimsies always draw the same question: "How'd they do that?"

By Jane Viator

Who hasn't been intrigued by the sight of a sailing ship, a piece of miniature furniture, or a nostalgic scene encased in a small glass container? The longer you look at "bottle whimsies," as collectors call them, the more questions come to mind: What is it? Who made this? When? Why? And how?

Bottle whimsies (also spelled "whimsies" and also called "puzzle bottles") are a specialized branch of whittling, the art of carving wood with a jackknife that was once a universal male accomplishment. When clear glass bottles became widely available in the mid-19th century, it was a short step to the challenge of putting a miniature carving inside a durable protective container.

While the best-known bottle whimsies are ships in bottles (see sidebar, p. 8), they're only one motif found in these miniature worlds. Other types include:

- **Devotionals**, usually a cross or crucifixion scene, often also including symbolic items such as dice, spears, skulls, and carpenters' tools.
- **Memorials or occasions** to commemorate a death, birthday, or wedding and containing an inscription, photograph, lock of hair, or other personal memento.
- **Domestics** incorporating spinning wheels, yarn winders, furniture (most often chairs), and fans ingeniously carved from a single piece of wood.
- **Scenes**—vignettes of work or leisure, including rooms in

A two-level whimsy by Carl Worner depicting a bakery scene below and two women buying "Bread and Cake" above.



the home, farm scenes, work environments—even barrooms.

• **Fraternal** featuring emblems of organizations like the Masons and similar associations especially popular in the late 19th and early 20th centuries.

WHODUNNIT?

According to Susan D. Jones, author of *Genius in a Bottle*, the first book devoted to whimsies, most were originally created by men in isolated or confined circumstances: prisons, hospitals, lumber camps, sometimes by alcoholics or the mentally ill. It's unlikely that tramps or homeless men made bottle whimsies, as they require tools, a secure storage space, and a well-lit working area.

Probably 90 percent of all bottle whimsies are anonymous. They're closely linked to the traditions of folk art and outsider art (see "Come On In" in the January 2003 *Insider*). Someone who creates objects as a pastime or personal statement—with little concern for the opinion or approval of other people—usually feels no need to attach name or date to his creations.

Chief among the few named makers of bottle whimsies: **Carl Worner**, a foot-



A crucifixion scene created in a liquor bottle by an unknown artist.

Contributing editor Jane Viator is proprietor of Past Perfect, a decorative arts consulting service near San Francisco. She wrote about antique coverlets in our August issue and paper mache decorative arts in our July issue.





This miniature chair sits inside a Karo syrup bottle. The piece was made in Tennessee.

Photo courtesy of Susan D. Jones (www.sdjones.net)

loose German immigrant who worked and lived mainly in Illinois from the 1890s to the 1920s. His best-known creations are saloon scenes that often challenge the viewer to "find the missing man."

There are around 50 known Worner bottles. According to Steve Slotin, auctioneer and founder of Atlanta's annual Folk Fest folk and outsider art show, Worner's pieces bring top prices for bottle

whimsies: \$3,000–\$5,000. Typically, bottle whimsies at auction are in the \$200–\$300 range, although these figures are moving upward as the folk-art market becomes more competitive.

(Tennessee auctioneer Kimball Sterling advises that bargains can sometimes be found at bottle shows, where the focus is on the glass; the occasional whimsy that turns up may be priced on the basis of the bottle, with the carved contents undervalued.)

Two other "names" among whimsy artists: **Daniel Rose** and **Adam Selick**, both of Pennsylvania. Before his death in 1921, Rose—who was crippled with rheumatism from his late teens—made more than 120 known whimsies, mostly featuring furniture, spinning wheels, and musical instruments. Selick crafted numerous fan whimsies in the early 1890s. They were made as mementoes and often contain



This flask houses a portrait of President Lincoln in an elaborately carved frame. The piece is unsigned.

From the collection of Michael Williams

the names of the recipients.

Whittled puzzles such as caged balls, tiny chains, and tools all carved from a single piece of wood are a worldwide folk tradition. Woodworking skills were especially strong in Germany and Scandinavia; immigrants from these areas were especially notable whimsy makers.

Early on, carved puzzles were often made as pastimes, and incidentally to produce trinkets for gifts, barter, or sale. Later, during the Great Depression, whittling and woodworking were also promoted as inexpensive and potentially profitable

hobbies. Classes were held at YMCAs/YWCAs, recreation halls, and settlement houses. Popular "how-to" books, magazines like *Popular Mechanics* and *Boy's Life*, and organizations like the Boy Scouts also promoted jack-knife skills.

A CLOSER LOOK

SNUG HARBOR

Among all the types of bottle whimsies, ships in bottles are the best known. The ship in a bottle was a logical development of the ancient whittler's (and sailor's) art of making models. The miniaturization required—the average glass container is less than 10 inches long—

was a test of skill and imagination. The dexterity and patience needed to make the folding rigging

added another dimension of difficulty that was, to some, a welcome challenge.

Although the model inside the bottle is often a full-rigged sailing vessel, the great majority of ships in bottles date from long after the age of sail; pre-1880s examples are very rare. Daniel

Fenimore, curator of maritime arts at the Peabody Essex Museum in Massachusetts, says the earliest example he's aware of is from around 1830. Fenimore further notes that few ships in bottles

were actually made by working seamen. Most were probably the pastimes of nostalgic landlubbers, or at least were made ashore and not on board.

It's the challenge of working in miniature, the appeal of the subject matter, and the existence of

a number of how-to books and model-makers' clubs that have made ships in bottles a popular craft

and hobby for more than 100 years. Not surprisingly, there can be confusion about the age, origins, and value of many examples.

To discriminating collectors, craftsmanship and imagination are more important than age

alone. Finely detailed models by contemporary masters can sell for hundreds, even thousands of

dollars. But you don't want to pay one-of-a-kind prices for a commercial, mass-made product.

Rick Ege of R. Ege Antiques in St. Louis offers some useful tips for potential collectors. He

informs us that ships in bottles were mass-produced in post-World War II Japan for sale as

souvenirs to U.S. servicemen. The models feature old-time sailing vessels and steamships. These

ships in bottles are very consistent-looking, detailed, and much more "finished" and sophisticated

than folk art examples. Other clues: They're in screw-top bottles, and the paint colors and water

look different from homemade examples. At \$65–\$100, they're fairly priced and worth collecting in

their own right. Just don't be misled about how old and how rare they are.

Somehow...a three-decker ship with smokestack, lifeboats, anchors, and flag in a one-gallon jug.



Photo courtesy of Susan D. Jones (www.sdjones.net)

THE INS AND OUTS

Hard as it may be to believe, it was a short step from whittling a puzzle to reassembling it inside a bottle. The craftsman would make a complex whimsy like a ship, a piece of furniture, or a scene in sections, each of which could fit through the neck of the container. The rigging of a ship, woven seat

on a chair, and similar

elements were made

so that they could fold

flat and then be pulled

open after they were

fixed in place inside

the bottle. The basic

tools used for assembling the whimsy—

tweezers, crochet

hooks, wires—were

easily purchased or

improvised.

"Why did they do

it?" may be the easiest

part of the whimsy

puzzle to understand.

The main require-

ments were ingenuity,

patience, practice, and more patience. If

asked why they pursued this painstaking,

time-consuming craft, most bottle

whimsy makers would probably have

answered simply, "Because I can." ☼



Another piece by Carl Worner, this one a clock in a tapered flask.

From the collection of Michael Williams

This Ballad from an old book, was written by an unknown American.



The horse and mule live thirty years
And nothing know of wine and beers.
The goat and sheep at twenty die
And never taste of Scotch or Rye.
The cow drinks water by the ton
And at 18 is mostly done.
The dog at 15 cashes in
Without the aid of rum and gin.
The cat in milk and water soaks
And then in 12 short years it croaks.
The modest, sober, bone-dry hen
Lays eggs for nogs, then dies at ten.
All animals are strictly dry:
They sinless live and swiftly die;
But sinful, ginful rum-soaked men
Survive for three score years and ten.
And some of them, a very few
Stay pickled till they're 92.

If someone says that liquor is bad for you, please let them read this poem!



21.

Bob de Jongste
13 Van Hoornbeekstraat.
2582 RA THE HAGUE
Netherlands

September 22, 2003

Dear Ray,

In the 'Bottle Shipwright' number 2003-3 our friend Herb Manley gave us a small piece of an old poem, which was originally published in the English journal "PUNCH" and later in a book, "SHIP MODELS" (1951) written by Miss C.Fox Smith. The book was published by Country Life Ltd. London. Unfortunately the person who wrote this poem is unknown, but we presume that he has sailed the seven seas.

I enclose herewith the complete poem and I hope that our members do like it as I did.

Sincerely,



Bob de Jongste.

A Ship in a Bottle

In a sailormen's restaurant Rotherhithe way,
Where the din of the docksides is loud all the day,
And the breezes come bringing off basin and pond
And all the piled acres of lumber beyond,
From the Oregon ranges the tang of the pine
And the breath of the Baltic as bracing as wine ...
Among the stale odours of hot food and cold,
In a fly-spotted window I there did behold
A ship in a bottle some sailor had made
In watches below, swinging South with the Trade,
When the fellows were patching old dungaree suits,
Or mending up oilskins and leaky sea-boots,
Or whittling a model, or painting a chest,
Or smoking and yarnning and watching the rest.

In fancy I saw him—all weathered and browned,
Deep crows'-feet and wrinkles his eyelids around,
A pipe in the teeth that seemed little the worse
For Liverpool pantiles and stringy salt horse ...
The hairy forearm with its gaudy tattoo
Of a bold-looking female in scarlet and blue ...
The fingers all roughened and toughened and scarred,
With hauling and hoisting so calloused and hard,
So crooked and stiff you would wonder that still
They could handle with cunning and fashion with skill
The tiny full-rigger predestined to ride
To its cable of thread on its green-painted tide,
In its wine-bottle world while the old world went on,
And the sailor who made it was long ago gone.

22 .

And still as he worked at the toy on his knee
He would spin his old yarns of the ships and the sea,
Thermopylae, Lightning, Lothair and Red Jacket,
And many another such famous old packet—

And many a tough bucko and daredevil skipper
In Liverpool blood-boat and Colonies clipper—
The sail that they carried aboard the *Black Ball*,
Their skysails and stunsails and ringtail and all,
And storms that they weathered, and races they won,
And records they broke in the days that are done.

Or else he would sing you some droning old song,
Some old sailor's ditty both mournful and long,
With queer little curley cues, twiddles and quavers,
Of smugglers and privateers, pirates and slavers,
'The Brave Female Smuggler', the 'packet of fame'
That sails from New York, an' the *Dreadnought's* her name',
And 'All on the coast of the High Barbaree',
And 'The flash girls of London were the downfall of he'.

In fancy I listened, in fancy could hear
The thrum of the shrouds and the creak of the gear,
The patter of reef-points on tops'ls a-shiver,
The song of the jibs when they tauten and quiver,
The cry of the frigate-bird following after,
The bow-wave that broke with a gurgle like laughter:
And I looked on my youth with its pleasure and pain,
And the shipmate I loved was beside me again ...
In a ship in a bottle a-sailing away
In the flying-fish weather through rainbows of spray,
Over oceans of wonder by headlands of gleam
To the harbours of youth on the wind of a dream!

NOTES FROM THE MEMBERSHIP CHAIRMAN

by
Don Hubbard

Thanks to **Ross F. Ewings, Harrington, NSW, Australia** and **Bob de Jongste, The Hague, Netherlands** for their extra gifts to the Association

The San Diego Show

The show begins on June 1st, 2004 so we would like your models there about one month before. Ship the models directly to the Maritime Museum, attention: Collections, 1492 North Harbor Drive, San Diego, CA 92101

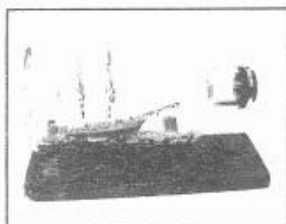
Packing your SIB for the San Diego Show - You have all received an invitation to participate in the coming Second International Ship-in-Bottle Exposition, and I hope all of you intend to get a bottle or two in the show. This will be **the largest show ever held in North America** and you really ought to be represented. Just remember, *this is no contest* and we welcome bottles of every description and sophistication. We welcome them even if you did not send a notice of intent. **Now, how do you pack and ship a bottled ship?**

Always double box, with each box full of impact resistant materials. Plastic peanuts work very well and so does bubble wrap. Crumpled paper, which has been pretty tightly crumpled can work as well, but if it is loosely crumpled it will compact and not keep the bottle immobile. Place the first sealed box inside another box which is also full of impact resist materials, and then seal this.

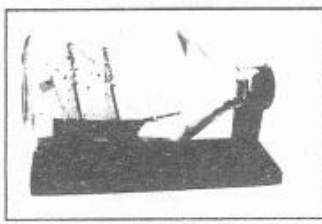
Once the boxes are prepared, wrap them for shipping and clearly mark them on all sides as being **FRAGILE**. At the Post Office or other shipping center, have them insured for whatever value you place on them. This additional precaution also alerts the handlers that there is something delicate inside.

The San Diego Holiday Inn: I have made arrangements with the Holiday Inn on the San Diego Embarcadero across from the Maritime Museum for ten rooms at the reduce rate of \$119.00 plus 10% tax. The rooms are available from June 1st to June 3rd, after which they cannot be extended due to heavy convention commitments which begin on the 4th. You can make your own arrangements to reserve one of these rooms by calling the following number(s) 1-800-877 8920 toll free or 1-619-232 3861. You must specify that you wish a room reserved for the **Ships-In-Bottles Association** to receive the reduced rate.

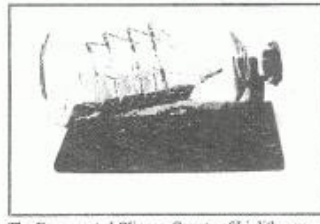
COLLECTORS and Members; I have just received three spectacular bottled models from member, **Chris Nair, in India.** Here are the photos of them and they are all for sale. These are one of a kind models all done from scratch by Chris, who is a master builder (he learned under the famous Jack Needham). Chris is also a plank owner in our Association. Both Jack Hinkley and I are proud to have Chris' models in our own collections and I suggested to Chris that he should make some that I can sell in America. This will provide him with much needed dollars to purchase supplies in America and at the same time give all of you the opportunity to be the owner of an original SIB work. All models are in clear laboratory bottles and come with stands and a hand lettered card telling the history of the vessel. They are each priced at \$195.00 plus shipping and insurance. If you are interested please let me know. Don Hubbard, POB 180550, Coronado, CA 92178 or hubbarddon@aol.com or telephone



The Brig Black Joke, ex-slaver



Baltimore Clipper Highflyer, 1782 - 1812



The Four-masted Clipper, County of Linlithgow, 1887-1929

619/435

NEWS FROM INDIA

The aforementioned Chris reports an increased interest in bottled ships in his country. Because of his reputation he has been the subject of two short Indian television bits about SIB in recent months. Chris is also engaged in teaching the art and is currently instructing two ladies from the northern part of the country. Here are his comments:

"Yesterday an Indian TV Channel crew came here after meeting me a day before and did a shoot on the bottled ships. This is the 2nd time this year and this morning at 8 and tonight at 9.30 it will be aired for 10 minutes. India seems to be waking up to ships-in-bottles. I am currently teaching 2 army wives. Both are from Himalayan region near Tibet and mongoloid looking but they are very good with their hands as they do everything in their village from cooking, splitting firewood, rug and clothes making leatherwork. They pick up quite fast. As they learn they sort of hum: 'Now do this, needle into this hole, tighten go up the mast'. First I found it a bit odd. But it is a damn good way of rote learning as they do in the hills. These will be the 5th set of students this year. Now one of the soldiers wants to learn. Being from places where they have never seen the sea they really have no idea what a ship is and we have to scratch build using photos and old plans."

NEWS FROM GERMANY: Long-time German member **Han Fahnlein (Augsburg, Germany)** rejoined for 4 years and with his check wrote to tell me he is now retired and able to spend more time pursuing his hobbies of collecting bottled ships and other objects. His collection of ships now numbers over 300 and his collection of other objects in bottles - whimsies, weavings, a blacksmith, mining

over 300 and his collection of other objects in bottles - whimses, weavings, a blacksmith, mining scenes and religious objects has now reached 200. He also mentions that he has purchased a copy of Susan Jones new book *GENIUS IN A BOTTLES: The Art and Magic of Bottle Whimses*.

NEWS FROM THE NETHERLANDS: Bob de Jongste, The Hague, NL, correspondent for the Dutch SIB Association reports that they have renamed their web site to www.shipsinbottles.nl which is easier to find and remember. I also promised to include Bob's picture after losing it before the last issue came out, so here it is. As you can see he not only collects bottled ships but also antique arms.



Alex Cuthbert, Syracuse, NY Alex sent me a picture of a whaleboat he bottled, wondering whether it qualified for the show. Well, it certainly does. Here are a few of the items he has included: The sea is dyed putty with painted whitecaps. There are four knee supports on each side of the dory's hull; three seats; two piece transom; one piece bow stem; four oar locks; two pieces sheered and curved planking; two rowers with oars in locks; penciled lines to simulate clinker building; man standing at bow with harpoon; line from harpoon to coil on bow deck; whale of the bow with its head and flukes above water; two seagulls on the inner side of the glass. Yup, I guess that qualifies for a SIB for the coming show. You bet!

Don's October Commission: Ray is putting the picture of my last commission on the back page, but I thought you might be interested in the genesis of the model. I was contacted by a lady in South Carolina who wanted a shrimp boat in a bottle with the outriggers deployed and the nets hanging from those and the main boom. We also agreed that I would not make a cutesy boat but one that had a ruststreaked hull and tire fenders on the sides. I had never done a shrimper and thought it would be a nice challenge, so we agreed on a price and off I went. It was a challenge, but about 55 hours later the split hull model was finally completed and in the bottle. Since it is to be a Christmas present for her husband and since it will probably be my last commission (increasing tremor in my hands), I put it in a clear, appropriately shaped wine decanter. Base diameter is 5 inches and height 7 inches. Because the lady works for the Goodrich company as a tax auditor she came to San Diego, where Goodrich has an aircraft parts factory, and picked up the model herself. We had a great visit together and she was able to get the model home intact. As a matter of info, I made the net of a strip of black veil material that I soaked with white glue and then twisted and let dry. Great simulation. Below I describe how I got dry air into the bottle.

In the last issue of *Bottle Shipwright* I asked members about their technique for keeping the air inside the bottle dry to prevent later condensation after the bottle was corked. I mentioned using calcium chloride, which is a desiccant (drying agent) sold in hardware stores for precipitating moisture out of closets and other small spaces. I received a wonderful reply from Duncan Gray, Yorkshire, England, describing a system they used when he worked in a laboratory that required dry air in certain technical equipment. Essentially the system packs a tube with the chemical and forces air through it and into the equipment using a pump. The water is absorbed by the chemical and the dry air flows out the other end.

I swiped the cylindrical part of a kitchen cooking baster for the body. Fitted the wide end with a cork with a hole bored in it to accept the incoming air from the tube on an aquarium air pump. At the other end I taped on another piece of tube that went into the bottle. I placed a bit of cotton at the exit end of the baster tube to keep the calcium chloride from entering the bottle, and then filled it with the chemical and turned on the pump. I let this run all night and then popped in the final cork. Put the model in the sun for an hour and NO moisture. Thank you Duncan!



SHIP-IN-BOTTLE BUILDERS WORLD WIDE - AN INVITATION

You are invited to show your work at:

The Second North American International Ships-in- Bottles Exposition

Sponsored by:

**The Maritime Museum Association of San Diego California
and
The Ships-In-Bottles Association of America**

This international exhibit of Ships-in-Bottles will be held on board the historic San Francisco ferryboat, *Berkeley*. The exhibition will be open to all ship-in-bottle builders world-wide and there will be no entry fee. San Diego is one of the major North American coastal cities and the Maritime Museum is heavily trafficked by both local residents and tourists year around. Your models are guaranteed to have wide exposure to an appreciative audience.

When: The exhibit of ships-in-bottles will begin on (June 1st, 2004) and the exhibit and the models in it will remain until it closes seven months later on (January 1st, 2004)

Contacts:

Maritime Museum Association of San Diego representative: **Bob Crawford, 1492 North Harbor Drive, San Diego, CA 92101. Tel: 619/234 9153 Ext. 113, E-mail: models@sdmaritime.org**

The Ships-In-Bottles Association Local San Diego representative: **Don Hubbard, PO Box 180550, Coronado, CA 92178 Phone: 619/435 3555 E-mail: hubbarddon@aol.com**

The Museum Director and his staff will decide how to best set up the exhibit and whether or not to divide the models into any categories (perhaps by nationality, or by sail and engine powered, or by size, etc.) *Antique ships-in-bottles will not be accepted.* The display will be set up in secure glass cases in a specially designated display area. Each bottled model will have a label identifying the ship or object, the builder, his home town, and up to five lines of descriptive material which the builder might want to provide. All participants will receive a Certificate of Participation suitable for framing.

After arrival all models will be insured under a blanket policy maintained by the Museum. The value of a model will be stated on the attached loan form filled in by the maker. All models will be sent directly to the museum by the builder and must be double boxed and insured. No more than two models per maker will be accepted. Models must arrive at the museum no later than **May 15th 2004** so that they can be catalogued and placed on display. Makers are required to pay the freight to the museum and supply their own insurance on the shipping to the museum. **Return shipment will be paid for by the Maritime Museum at the conclusion of the show.**

Normal security measures will be followed by the museum throughout the time of this exposition. The display cases will remain locked. Security personnel will be on duty whenever the museum is open and the museum will be adequately locked during non-duty hours.

Widespread publicity will be handled by the Maritime Museum Association to insure extensive public knowledge of the show.

SIBAA members are welcome to make arrangements with the Museum Director or Don Hubbard throughout the course of the exhibit if they want to provide a demonstration of their skills.

There will be an opening ceremony on June 1st and each participant and his/her family is invited to attend. If sufficient persons plan to attend the ceremony the Museum will organize a special day on the water aboard the historic British Steam Yacht *Media*. In addition special rates for attendees have been established at the Holiday Inn which is across the street from the Museum.

INTENTION TO EXHIBIT

For planning purposes we would like to get some idea what the participation will be. For background the First International Exposition in 1982 drew 135 bottled model from all parts of the world. It is our hope to significantly increase this number in 2004. If you feel you would like to participate, or if members of overseas groups would like to, please fill out the form below and mail it to Don Hubbard, PO Box 180550, Coronado, CA 92178 USA. We would appreciate your answer before 1 April 2004. Thank you. Don Hubbard

Name: _____

Address: _____

City: _____ Zip or Postal Code: _____ Country: _____

Number and size of models planned for the exhibit:

Request for additional information or remarks: _____

PERMISSION TO PUBLISH revised 1997

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Area code and telephone number: _____
Signature: _____ Date: _____

This form must be submitted with any material for publication in The Bottle Shipwright.

Please fill in in ink. You may photocopy for additional materials or contact the editor for additional forms.



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BOTTLED SHRIMP BOAT
By Don Hubbard

